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COUNTRY East Germany

REPORT NO.

TOPIC Athletic and Technical Association

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EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED

DATE PREPARED

1 December 1953

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

1. In September 1953 [redacted] a parachute tower, about 35 meters high, existed in Kuechwald near Chemnitz. [redacted] another and higher tower was to be erected there.

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2. Between 23 September and 28 October, a glider training course with 53 trainees was held at the glider school of the Athletic and Technical Association (GST) in Trebbin. The courses consisted of two groups, one for initial pilots and pilots with the flying certificate "A" and the other group for advanced pilots.

3. The following cadre personnel were employed at the field:

Head of school:

Herbert Fechner [redacted]

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Flight instructor:

Hans Seelig [redacted]

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Political instructor:

Werner Bistrig [redacted]

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Bistrig was replaced by Herbert Scheibner [redacted]

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Flight instructor of 1st Group:

Guenther Dankert [redacted]

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Flight instructor of 2d Group:

Karl-Heinz Doberkau [redacted]

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Instructors for winches:

Ernst Faatz, fighter pilot; Helmut Schmiedecke [redacted]

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Chief of workshop:

Rudi Wolf [redacted]

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Allegedly, the head of the school was to be relieved because of inefficiency; Faatz was to take over the training group of the GST in Groepzig near Halle; and Schmiedecke was to be transferred to Cottbus airfield as glider instructor.

4. The aircraft strength frequently changed as aircraft were transferred to the individual training groups of the GST. In October 1953, the school was equipped with 5 or 6 SG-38 type aircraft, 12 to 15 Baby-type aircraft, some of which were still packed in crates, 1 two-seater Pionier-type aircraft of Czech make, 1 single-seater Mucha-type aircraft of Polish make, and 2 single-seater Sohaj-type aircraft of Czech make.
5. As the school at Trebbin previously could accomodate only 55 trainees, a new school building with a capacity of 120 men was under construction next to the available building. A hangar was also to be erected. A new training course, similar to the October course, was started on 4 November. After this course, it was planned to hold courses for the "B" and "C" gliding certificates and training courses for the pilot instructor's certificate 1. Ten-week training courses for advanced training were scheduled to take place after March 1954. Recently, glider training at the school has been carried out with gliders towed by 30-meter ropes, while 60-meter ropes had been used previously.
6. On 24 October, a Czechoslovakian delegation consisting of 3 men and 1 woman landed at Trebbin in a twin-engine aircraft and a single-engine trainer. Allegedly, the delegation was to sign contracts for the supply of conventional aircraft. The following technical data of the two aircraft types were determined:

Twin-engine aircraft: four-seater; type AE 45; [REDACTED]

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Deika 7 x 54 m = length; Vyska 2 x 30 m = height; Vaha v Letu 1,500 kg = flying weight; Prazdna Vaha 800 kg = empty weight.

Single-engine aircraft: two-seater; [REDACTED] towing aircraft;
inscription on aircraft: [REDACTED]

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For some weeks, a single-engine Sokol-type aircraft [REDACTED] was stationed at the school; the aircraft was the property of the GST. The former two aircraft were tested at the school and were believed to have good flight qualities. They made aerobatics including loops, turns and rolls as well as glides with throttled engine, and landings with one engine. The single-engine aircraft allegedly would cost 18,000 eastmarks. Nine such aircraft were allegedly ordered. The price of the twin-engine aircraft was not known and the price of the Sokol-type aircraft allegedly amounted to 16,000 eastmarks. The aircraft were believed to be of a very primitive type. Cover sheets projected beyond the edges of the wings and an interval of 4 or 5 cm was observed on the split flaps when these were retracted. The single-engine aircraft towed a Baby-type glider to an altitude of 800 meters in 12 minutes. 2

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1. Comment. Parachute towers for initial training have been reported from various groups of the GST, e.g. in Babelsberg, Brandenburg and Chemnitz.

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2. Comment. The technical data of the two aircraft reported probably contain errors. The information on a purchase of Czech aircraft, which is reported for the first time, is believed to be possible.

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